

drawn out to the Testameters and Oddfellows—who would probably go up in large boats. The Temperance Societies were intending to go in a body, to have 100,000 testameters there at once, and hold a meeting, over which Prince Albert would be asked to preside. Further by these trips would be allowed to remain in London six days, but he had a distinct understanding with the company that persons might return in four days if they desired. He hoped, before the close of the Exhibition, to see arrangements made for a poorer class, who could not afford to spend three, four, or five pounds—a class that would not object to sleep in the carriages by night, so that they could reach London and see the Exhibition by day. This class, he thought, might pay a visit in this way for about a sovereign. A servant of the Midland Company informed the meeting that that company were building 100 splendid carriages for the conveyance of passengers to the Exhibition. With regard to the terms of admission to the Exhibition, he had the best authority for saying that tickets would be issued to visitors enabling them to go into the Exhibition every day so long as they stayed in London. A working man said it appeared strange that they should charge 15s. for trips to London now that every body was going, when last year the trips were only 14s. A trip agent said he had mentioned this subject to the manager of the London and North-Western line, who replied that it was necessary to look to the interests of the shareholders in this matter, and make the best of it they could. So, in place of offering any special advantage or facility, to promote the national gratification, on so laudable a subject of curiosity, the railway authorities think to promote the best interests of their shareholders, by putting a positive tax upon the sight-seers over and above the full fare heretofore charged to excursionists. That they will only put a check upon the free influx of their own profits by such a course we cannot doubt. Their prospect is surely a fair enough one without such a futile attempt to "make the best of it" in this great year of excursions. They calculate rather too confidently on the strength of the national curiosity: at all events, a tax upon it of this sort is much more likely to turn the scale against the interests of the taxers than to yield such a return in their favour as appears to be anticipated.—It is calculated by those who have paid attention to the subject, that the traffic of some of the leading trunk lines will be doubled during the months of June and July next. It is expected, for instance, that the traffic of the London and North Western, which, at that season, is usually about 50,000, will not be less than 100,000, per week.—The amount of railway calls for the month of January, so far as they have at present been advertised, is 674,621, irrespective of the call due on the 10th inst. of 40l. per cent. upon so much of the Great Western Company's guaranteed 4½ per cent. stock as may be issued. In the corresponding period of 1849 the amount was 3,926,342; and in 1848, 4,860,220. In 1847, it was 6,157,863.—The following railways were opened in 1850:—Ambergate, Nottingham, and Boston, 24 miles; Birkenhead, Lancashire, and Cheshire, 19½; Bolton, Blackburn, Clithorne, and West Yorkshire, 12½; Buckinghamshire, 49½; Chester and Holyhead (Mersey-bridge), about half a mile; Colchester and Stour Valley, 7½; East Lancashire, 4; East and West India Docks, and Birmingham Junction (Caenden Town to Blackwall at Bow), 6; Fleetwood, Preston, and West Riding, 4; Great Northern—London to Peterborough, 79—Branch to Royston, 34—93; Great Western—Oxford to Banbury, 24, extension to Frome, 5½—29½; Lancashire and Yorkshire, Silkestone Branch, ½; Low Moor to Bradford, 3; Halifax to Low Moor, 5½; Liverpool extension, ½; Huddersfield and Sheffield, and Holmfirth Branch, 15¼—24½; Liverpool, Crosby, and Southport, 3½; London and North-Western, Clifton Branch, 3½; Rugby to Rockingham, 27½; Coventry to Nuneaton, 10—41½; Manchester, Sheffield, and Lincolnshire, 8½; Midland, Junction at Leighton, ½; North-Western to Lancaster and Carlisle at Milnthorpe, 10; Oxford, Worcester, and Wolverhampton, branch from Worcester to Midland, 4; Sheffield, Wakefield, Barnsley, and Goole, 13; South

Wales, Cheltenham to Swansen, 75; Whitehaven and Furness, from Barrow-in-Furness to Furness Railway at Ulverston, 18½; total number of miles opened in England during the past year, 448½. Aberdeen, 12½; Caledonian and Doncaster, from Bowling to Loch Lomond, 9; Stirlingshire Midland, 5½; Glasgow, Dumfries, and Carlisle, 27; North British branches, 12; Stirling and Dunfermline, to Alloa, 17; total length of Scotch lines opened, 83. Belfast and County Down, 12½; Cork, Blackrock, and Passage, 6; Dublin and Belfast, to Wellington Inn, 10½; Dublin and Drogheda, Navan branch, 17½; Irish South-Eastern, to Kilkenny, 15; total length of Irish lines opened, 61½. The aggregate length of railways opened in the United Kingdom during 1850 was 593 miles, being 344 less than in 1849. In 1849, 750½ miles of railway were opened in England; 73½ in Scotland; and 114 in Ireland; the total, 937½ miles, being 270½ less than in 1848. The aggregate length opened in the latter year was 1,108; in 1847, 751; and, in 1846, about 600, so that the length of railway opened last year was less than in any year since 1845.—A new method of stopping railway trains has recently, it is said, been discovered in the United States,—electricity the means used. The plan contemplates the arrangement of a galvanic battery on the locomotive, under the eye and hand of the engineer, with a rod running thence to each wheel in the train connected with the different brakes, and to be connected with the battery so as to apply simultaneously and instantly any desired amount of pressure to every clog.—The Panama Railway Company are collecting materials and labourers, with a view to commence operations as soon as the dry season sets in: 400 men, exclusive of officers and engineers, according to the *New York Journal of Commerce*, have gone out from the United States, and vessels laden with timber and other materials are leaving almost daily.

ART-EXHIBITION AT PARIS.

NEW ARRANGEMENTS.

EVER since the annual exhibitions of art have taken place in the Gallery of the Louvre, it has been considered a great inconvenience that the pictures of the old Italian and Dutch schools had to be hidden for a time, and overhung, as it were, by their modern rivals. It seemed inconceivable how a town like Paris should not afford, in its numerous public buildings, one to be devoted exclusively to modern art, so as not to deprive the many visitors and students of the view of great examples, while those of seemingly more transitory character were exhibited. For this purpose, after the revolution of 1848, part of the Tuilleries was appropriated to that purpose. But it seems that its splendid apartments were, after all, not altogether appropriate for the purpose. And thus, on the 3rd instant, the wide spaces of the *Palais Royal* (now *Palais National*) were thrown open to the public as the *locale* chosen for this year's Art-Exhibition. It is a strange occurrence, that in Paris, which for the last sixty years has experienced so many changes (in art and otherwise), the exhibition of 1851 should take place in the same locality where the first sight of this kind was witnessed in 1673, of which the very same catalogue, printed by Pierre le Petit, still exists. But then, only the *tableaux et pieces de sculpture* of the *Mesnieurs de l'Academie* enjoyed this new privilege. However this may be, laying aside the still vaster plans of French artists and statesmen for the future, even here these works enjoy the advantage of a roomy and free space, and an adequate share of light. The exhibition occupies thirty-four galleries and rooms, of which some, like Nos. 17 and 29, extend over a whole facade, or a great portion of one. The arrangement is the following:—From 1 to 4 is destined for paintings; from 5 to 9 engravings; from 10 to 12 miniatures, porcelains, enamels; 13 to 19, designs and pastel drawings; 19 to 28, paintings; 29 and 30, architecture; 31 and 32, paintings; 33, pastel; and 34, painting. The catalogue of this year enumerates 3,950 *articles*; and as the French journals truly say, far too much for the public, far more so for art. Another drawback is the yearly increasing number, and the increasing daring and recklessness of libidinous pictures. On the other side, architecture and

sculpture have scarcely gained in this new *locale*, as the sculptures were at the Louvre to be seen on a ground floor, where chilly temperature was no enticement for this study or observation. Beside the rooms devoted exclusively to sculpture, such works have also been distributed amongst the pictures of other apartments. But it is easy to understand that a statue or baso-relievo required an uniform, clear background, and does not improve by the varied hue of colour which may be placed around or behind it. As, in fine, the great Exhibition of this year is now the great shibboleth of the continent, plans and wishes start on every side in Paris, that an especial building for the annual exhibition, both artistic and industrial, should be constructed in the large *désert* which is now forming between the Tuilleries and the Louvre.

The Correspondent of the *Daily News* says of this Exhibition—"There is a style of art hitherto greatly attended to by French painters, which is on this occasion very ill represented,—that is, the grand religious style, which in France has a value, because there are places to hang and see such pictures. Save and except a Christ descended from the Cross, there is nothing in this style at all worth notice. The great historical works are far more successful; and the picture by Müller, entitled 'The Roll-call of the Last Victims of the Reign of Terror,' is extremely remarkable, not only for its size, which exceeds 35 feet, but for its execution. Mr. Müller has a great name. Horace Vernet admires it vastly, and has been heard to say, 'I wish I had painted that picture.' This picture will doubtless obtain the great prize—the one great encouragement given this year by the Government to successful merit. It may be, however, that M. Pollet, the statuary, who has exhibited a figure entitled 'Une Heure de la Nuit,' will dispute this grand prize with his rival in the other field of art. There is a picture of 'Jane Shore,' by Robert Fleury, which is distinguishable for the beauty of its colour, imitating, by its Titianesque manner, the works of the old masters. Some enormous stretches of space, painted over by Alaux, Philippoteaux, Yvon, Debay, and Alexander Heise, are generally more or less bad—but they are bad. The genre class of pictures is remarkable. There are four admirable gems by Meissonnier; one of which especially attracts attention, being called 'Un Peintre montrant des dessins.' Works there are by Decamps, who, though less good than of old, is still Decamps. Wonderful touches of colour are exhibited by Eug. Delacroix, who, like Turner in England, seems yearly to have less idea of drawing. 'Un lever,' a naked young lady arranging her chestnut hair, is amongst the best of this master's pictures. Nor must we forget a nice little 'Tony Johannot,' very elegant, which will please ladies vastly, and splendid landscapes by Corot.

BIRKENHEAD DOCKS.—The committee of the Dock Trust have completed their report to the bondholders on the state of their affairs, and the best means of raising the funds necessary to complete the works. The report recommends the bondholders to assent to the bill of the Dock company, leaving open the question as to the price of the South Reserve. So far as regards the progress of the works, the terms intended to be earned into effect by the Dock Company's Bill are as follow:—1. Company to aid, by a guarantee on their property at Birkenhead, in raising 250,000l. towards the completion of the outer works and excavations of the great float. 2. Company to aid, in like manner, in raising 75,000l. for building the walls, not yet contracted for, around the great float; but all moneys received from the frontagers for the purchase of these walls to be applied in repaying the advance. 3. Company to purchase South Reserve at 130,000l. to be applied in completion of the outer works. The entire works to be executed under the direction of a committee of eight trustees, to consist of three trustees selected by the bondholders, three by the company, one by the Birkenhead commissioners, and one by the Wallasey commissioners. A meeting of the bondholders was held lately at the London Tavern, Baron de Goldsand in the chair, when the report was presented and adopted.